

# **BUREAU OF ENVIRONMENT CONFERENCE REPORT**

**SUBJECT:** NHDOT Monthly Natural Resource Agency Coordination Meeting

**DATE OF CONFERENCE:** December 18, 2013

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

Christine Perron  
Kevin Nyhan  
Matt Urban  
Mike Dugas  
Nancy Spaulding  
Mark Hemmerlein  
Tom Jameson  
Carol Niewola  
Mike Pouliot  
Tony Weatherbee

**Army Corps of Engineers**

Rich Roach

**Federal Highway**

**Administration**

Jamie Sikora

**NHDES**

Gino Infascelli  
Lori Sommer

**NH Fish & Game**

Carol Henderson

**Greenman-Pederson, Inc**

Rebecca Williams  
Joseph Johnson

**Town of Stratham**

Paul Deschaine  
Lincoln Daley

**Nashua Airport**

**Authority**

Stephen Bourque

**Gale Associates, Inc**

Erik Strand  
Ilie Retezatu

*(When viewing these minutes online, click on an attendee to send an e-mail)*

**PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:**

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*(When viewing these minutes online, click on a project to zoom to the minutes for that project)*

**NOTES ON CONFERENCE:****Finalization of November Meeting Minutes**

The November 20, 2013 meeting minutes were finalized.

**Belmont, X-A001(183), 16203**

Nancy Spaulding provided an overview of the project. The project is located on NH Route 106 at its intersection with Seavey Road in the Town of Belmont. The project was identified as a Highway Safety Improvement Project due to the number of accidents at this intersection. The Department is proposing to improve the intersection by adding a southbound right turn lane and a northbound left turn lane. To accommodate the turning lanes, slope widening would be necessary, which would impact a wetland that is adjacent to the roadway. In addition, the Department is proposing to replace a deteriorated 36" corrugated metal pipe under Seavey Road with a new 36" culvert.

Lori Sommer asked if the new culvert would meet the General Design Criteria of the Stream Crossing Rules. N. Spaulding commented that the crossing a Tier 2 stream crossing and that the proposed work would meet the Tier 2 design criteria.

Additional wetland impacts would be necessary at the outlet of two pipes on the northern end of the project where the Department is proposing to replace the structures. These pipes collect and convey storm water only. A pipe on the southern end of the project would also likely be impacted by this project. The Department is proposing to extend the structure and construct a new outlet.

Rich Roach asked who the delineations were performed by. N. Spaulding answered that Matt Urban completed the wetland delineation.

M. Urban stated that Natural Heritage Bureau review was updated and the new file number is NHB13-3705. There were no documented records in the project area.

R. Roach indicated that the project as proposed would qualify for coverage under the NH Programmatic General Permit.

*This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

**Stratham, X-A003(622), 27771**

Joseph Johnson of Greenman-Pedersen, Inc. presented the project. This included a review of the project location, the project history and the existing conditions. The project is a 'complete street' project which seeks to implement measures to create a more inviting multi-modal environment within the historic Town Center of Stratham. This includes a narrowing of the Portsmouth Avenue (NH Route 33) roadway cross section, striping bike lanes, sidewalk along the east side of Portsmouth Avenue (NH Route 33), sidewalk along the north side of Winnicutt Road, ornamental street lighting, crosswalks, a bus shelter with bike racks, granite curbing and drainage improvements. J. Johnson reviewed the proposed alternative that was superimposed on an aerial image. The proposed cross section was also discussed.

J. Johnson also reviewed the adjacent environmental resources and concerns. It is not anticipated that the project will have wetland impacts or impacts to the conservation land that is located off Winnicutt Road.

The project will look to include deep sump catch basins, infiltration basins and/or vegetated swales if possible.

Rich Roach asked if the project would be installing signals. J. Johnson noted that the project does not include a new traffic signal. However, the proposed improvements would be compatible with future signalization should it be implemented at a later date. Tom Jameson indicated that signalization would not be eligible under the current TE funding.

R. Roach noted that slowing traffic through the area would be good and suggested using speed feedback signs and cameras. He asked if police were enforcing the speed. Paul Deschaine (Town of Stratham) indicated that police currently enforce speeding within the Town Center. T. Jameson noted that reducing shoulder width should help slow traffic. The visual perception of curbing, landscaping, sidewalk and street lighting will aid to narrow the field of vision which is currently unrestricted.

Jamie Sikora commented that the project did not appear to increase the impervious surface. J. Johnson confirmed that the existing cross section is wide enough that most, if not all, improvements will fall within the existing roadway footprint.

R. Roach noted that he thought it was a good project and would love to see more done to slow traffic. He mentioned rumble strips but also the noise that is associated with them, and bump outs. He also thought the Town should consider trying to get the speed limit reduced. T. Jameson noted that the NHDOT Bureau of Traffic works from the 85<sup>th</sup> percentile and that landscaping can do a lot to slow traffic.

Everyone was in full support of the project.

*This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

#### **Nashua Airport, SBG-12-12-2014**

Ilie Retezatu provided an overview of the project. The project consists of improvements to the existing airport perimeter and wildlife fence. The existing fence is to be replaced or repaired with in kind materials and on a similar layout. Minor changes to the layout will include gate addition or removal based on the Airport's maintenance needs.

Rich Roach asked if fence would be installed such to prevent burrowing animals. Erik Strand stated that at this time there is no reason for immediate concern with burrowing animals. Previous projects at other airports included small openings at the bottom of the fence for turtle crossings; however, this is not an issue at Nashua Airport.

Lori Sommer asked about the existing fence. Existing fence is a combination of 6-ft sections and 8-ft sections. The intent is that the fence be all of uniform 8-ft height with barbed wire.

L. Sommer asked what clearing would entail. I. Retezatu replied that wetlands would be selectively cut during dry conditions and no track marks would be allowed, therefore minimizing the temporary impacts to the best extent practical. Upland sections of fence would be cleared and grubbed 10' on either side of the fence.

R. Roach asked why a perimeter road was not proposed along the fence line. E. Strand commented that this is something the Airport may propose in the future, but it is not something that the Airport intends to do

under the scope of this project. I. Retezatu added that the intent has been to minimize wetland impacts and the fence design and layout are effectively meeting this goal.

R. Roach concurred that selective cutting does not require a permit from the Army Corps. However, if grubbing is involved, a permit would be required. E. Strand confirmed that there is no proposed grubbing in the wetlands. L. Sommer suggested that a note be added to the plans stating that there is no grubbing in the wetlands.

Gino Infascelli asked if any soil would be moved in the wetlands. E. Strand stated that, while the intent is not to move soil, there is always a possibility for small amounts of soil to be removed incidental to the post base removal.

L. Sommer said that a minimum impact Dredge & Fill permit would be required for the work as proposed. No mitigation would be necessary. G. Infascelli stated that coordination with NHB should be conducted prior to submitting the permit application so that the recommendations of NHB could be included as permit conditions.

R. Roach asked about the Lupine Report from the construction of the runway project. E. Strand said that a report was completed. While he did not remember the exact percentage of plants that survived, the survival rate was very good.

Carol Henderson commented that a permit would help ensure protection of protected areas and she asked about the time of the year that the work would take place. E. Strand said that right now the plan is for the work to proceed at the end of summer or early fall 2014. C. Henderson recommended that someone be on site during construction to ensure plants are protected. E. Strand commented that an environmental monitor was already contracted for the runway project and the monitor would return prior to construction and after the project is completed.

Rich Roach asked if trees located in wetlands could be cut in the winter and removed from the site. E. Strand stated that removal of trees and disposal off site would be possible.

*This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

### **Hebron, non-federal, 28893**

Tony Weatherbee provided an overview of the project. The project involves the rehabilitation of Bridge 125/112, which carries North Shore Road over Georges Brook. The Department proposes to install toe walls and riprap to stabilize the bridge.

Gino Infascelli commented that a cross section would be helpful. T. Weatherbee said that a cross section would be included in the application package.

G. Infascelli commented that wetlands shown on the NWI map were not shown in the Department's delineation and that the Ordinary High Water shown on the plan did not look right. He suggested that the delineation be done again. Kevin Nyhan replied that this would be addressed.

Carol Henderson asked about the timing of construction, and if cofferdams would be used. T. Weatherbee indicated that the work would likely be done in the spring or summer and that water would be diverted in half the channel at a time. C. Henderson noted that this is an important smelt brook and that Fish & Game would prefer that work not be done between March 1<sup>st</sup> and June 30<sup>th</sup>. Also, the stream is habitat for wild brook trout and Atlantic salmon, and the cofferdam should be removed by October 1<sup>st</sup> if possible. T.

Weatherbee indicated that this should not be a problem because the work will likely only take 1 to 2 months to construct.

Rich Roach asked if the riprap would be buried or backfilled. T. Weatherbee replied that the riprap would be keyed into the channel and is typically not backfilled because any material would likely be washed away. However, natural sediments may accumulate over time. R. Roach stated that a cross section and construction sequence need to be included in the application package.

Lori Sommer noted that there were no mitigation concerns.

*This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

### **Bath, non-federal, 28896**

Tony Weatherbee introduced this project as rehabilitation of Bridge #042/111, located on NH Route 135 over Bedell Brook. The structure is a 4-sided concrete box. The proposed work consists of re-facing the structure where there are signs of fracture and deterioration, as well as stabilizing a washout at the southeast wingwall.

Rich Roach indicated that a cross section typical of the erosion area would be required on the plans.

Kevin Nyhan asked how much concrete facing would be required. T. Weatherbee explained that the amount of concrete facing required on a project is site specific and depends on the extent of the area that needs to be chipped away and the depth of the area being chipped away. Typically, facing would consist of installing an additional 6" to 12" of concrete, and the distance this new concrete extends from the original structure depends on the depth of concrete chipped away. For this particular structure, the Department is proposing 1' of permanent impact on both sides of the box to allow for impacts to the maximum extent that may be required using this maintenance method.

Lori Sommer asked how high up the wall the concrete facing would extend. T. Weatherbee explained that for this project it would go up the entire height of the wall.

K. Nyhan asked if the proposed work would create a perch at this location. T. Weatherbee stated that it would not create a perch.

R. Roach commented that narrowing the box may increase flow at the outlet.

L. Sommer asked about the stream crossing tier. T. Weatherbee replied that he did not know yet but that he would be finding out, and would be running through hydraulic calculations.

Carol Henderson indicated that this brook has a healthy population of wild brook trout and that the cofferdams should be removed prior to October 1<sup>st</sup> if possible. She noted that the Bath Conservation Commission would like to see this structure replaced.

L. Sommer asked if this crossing would meet the general design criteria of the Stream Crossing Rules. T. Weatherbee indicated that he would check to make sure that the structure would still pass the 100 year storm. L. Sommer reiterated that DOT needs to assess every structure to ensure it is in compliance with the general design criteria.

Gino Infascelli noted that the location map appeared to be wrong and also stated that the NWI map shows wetlands that do not appear on the plan. Someone will need to verify the location and delineation.

T. Weatherbee asked if the impacts within the box need to be accounted for since impacts within pipes typically are not. G. Infascelli replied that impacts do need to be shown as permanent for this type of work.

L. Sommer noted that there were no mitigation concerns. R. Roach added that he did not think it is worth mitigating small impacts such as these.

*This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.*

### **Littleton, non-federal, 16390**

Tony Weatherbee presented the project, which consists of the replacement of Bridge 223/057 on NH Route 116 over Palmer Brook. The bridge consists of two twin metal pipes at the downstream end, and connects to a transition structure, then a concrete box structure, then a single culvert at the inlet. The twin pipes are located under NH Route 116, the concrete transition structure and concrete box are under the Lakewood School parking lot, and the culvert is under Bishop Street. The pipe under Bishop Street was recently replaced by the town and consists of a 92" x 65" culvert.

Gino Infascelli indicated that the existing pipes appeared to be 8' squash pipes and asked what was being proposed. T. Weatherbee replied that the Department is proposing a 6x8' box that is 8' shorter in length.

Carol Henderson asked if the replaced portion would be embedded. T. Weatherbee indicated that embedding the structure would not be possible because it needs to tie into the existing structure owned by the Town.

G. Infascelli asked if the proposed box would be the same size as the structure that was installed by the town. T. Weatherbee indicated that it would be the same size. G. Infascelli asked if there would be any need to construct a transition at the outlet. T. Weatherbee explained that the proposed work would accommodate for this transition and would eliminate any possibility for a perched outlet.

Carol Henderson noted that this is a wild brook trout stream and that cofferdams should be removed from the water prior to October 1<sup>st</sup> if possible. T. Weatherbee explained that this should not be a problem because the work would be done in the summer.

Lori Sommer stated that this would qualify as maintenance to existing infrastructure and that mitigation would not be required.

*This project was previously reviewed on the following date: 7/17/2013.*